

PART 1613—EQUAL EMPLOYMENT OPPORTUNITY IN THE FEDERAL GOVERNMENT—[REMOVED]

1. Part 1613 is removed.

PART 1614—FEDERAL SECTOR EQUAL EMPLOYMENT OPPORTUNITY

1. The authority citation for part 1614 continues to read as follows:

Authority: 29 U.S.C. 206(d), 633(a), 791 and 794a; 42 U.S.C. 2000e-16; E.O. 10577, 3 CFR, 1954-1958 Comp., p. 218; E.O. 11222, 3 CFR, 1964-1965 Comp., p. 306; E.O. 11478, 3 CFR, 1969 Comp., p. 133; E.O. 12106, 3 CFR, 1978 Comp., p. 263; Reorg. Plan No. 1 of 1978, 3 CFR, 1978 Comp., p. 321.

§ 1614.501 [Amended]

2. Section 1614.501(a) is revised by removing the phrase “, as explained in Appendix A of part 1613 of this chapter,” from the first sentence.

[FR Doc. 95-20587 Filed 8-18-95; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Parts 110 and 165

[CGD 05-95-051]

Anchorage Grounds; James River, Newport News Channel, Chesapeake Bay, Hampton Roads, VA; Safety Zone; James River, Newport News Channel, Chesapeake Bay, Hampton Roads, VA

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone around barges laying electric cable perpendicular to the Hampton Roads Entrance Reach off Sewells Point Spit, and is temporarily suspending several anchorage grounds in the vicinity of this project. The safety zone is needed to ensure the safety of mariners operating in the vicinity and to ensure the safety of all personnel involved with the deployment of the cable. Anchorages G-4, F-1, and F-2 in the Hampton Roads Entrance Reach will be suspended from August 18, 1995 to August 21, 1995. The suspension of these anchorages is necessary to provide an alternate route for marine traffic while the Hampton Roads Entrance Reach is closed during the laying of the cable.

EFFECTIVE DATES: The safety zone will become effective at 5 a.m. on August 17, 1995, and terminate at 8 p.m. August 30, 1995, unless sooner terminated by the Captain of the Port, Hampton Roads, Virginia. The suspension of anchorages

G-4, F-1, and F-2 will become effective at 5 a.m. on August 18, 1995, and terminate at 12 a.m. on August 21, 1995.

FOR FURTHER INFORMATION CONTACT: Lieutenant Katherine Weathers, Project Officer, USCG Marine Safety Office Hampton Roads, telephone number (804) 441-3294.

SUPPLEMENTARY INFORMATION: In accordance with 5 U.S.C. 553, a Notice of Proposed Rule Making (NPRM) was not published for this rule and good cause exists for making it effective less than 30 days after **Federal Register** publication. The laying of the cable is an operational necessity for the Navy and will begin as scheduled. The cable laying operation will create a condition which is hazardous both to the work barges and to vessels operating in their vicinity. The Coast Guard's decision to establish a safety zone around the work barges and to suspend anchorages G-4, F-1, and F-2 in order to provide an alternate route to vessel traffic was reached after consultation with the local maritime community, and is designed to minimize both the impact of the project on that community and the hazards created by the cable laying operation.

Drafting Information

The drafters of this regulation are Lieutenant Katherine Weathers, Chief, Port Safety Branch, Marine Safety Office Hampton Roads, and Lieutenant A. J. Norris, project attorney, Fifth Coast Guard District Legal Staff.

Background and Purpose

The U.S. Navy, Naval Sea Systems Command, has contracted The Johns Hopkins University Applied Physics Laboratory to develop and install the UEP monitoring array at the Norfolk Magnetic Silencing Facility (MSF). The project will consist of a Spud Barge, which will be positioned close to shore north of Sewells Point Spit during the entire operation, and a Derrick Barge, which will be the primary work barge positioned at different points during the operation. The Derrick Barge will be connected to the Spud Barge via a floating cable, which will be stretched across the Hampton Roads Entrance Reach during parts of the operation.

On August 17, the Hampton Roads Entrance Reach will not be affected by the project; however, the safety zone will be in effect to protect the work barges and mariners in the vicinity. On August 18, the Derrick Barge will begin to move away from the Spud Barge into the Hampton Roads Entrance Reach, which will be blocked by the Derrick Barge and the floating cable. By August 20, the entire channel will be blocked

by the floating cable which will be stretched between the Spud Barge located near shore and the Derrick Barge positioned outside the inbound channel of the Hampton Roads Entrance Reach.

The suspended anchorages, G-4, F-1, and F-2, will provide an alternate route for inbound and outbound marine traffic while also providing the water depth necessary for commercial vessels drawing less than 45 feet to move unimpeded in the Hampton Roads area. The Coast Guard, in consultation with the local maritime industry, determined that suspension of the anchorages during the three days the channel will be closed to traffic was the most effective way of ensuring vessel safety while at the same time minimizing the impact on commerce.

Discussion of the Regulation

The Coast Guard is establishing a 750 yard radius safety zone around the Spud Barge and connected Derrick Barge “Sea Hawk” while these barges participate in the deployment of a UEP monitoring array beneath the bed of the Hampton Roads Entrance Reach off Sewells Point Spit. The moving safety zone will be in effect from August 17, 1995 to August 30, 1995 unless terminated sooner by the District Commander. This safety zone will limit access by all unauthorized persons within 750 yards of the Spud Barge, Derrick Barge, and connecting cable during this operation. A moving safety zone is necessary to protect both the vessels involved with the project and those operating in the project's vicinity from a collision with each other or with the cable that will be stretched between the two barges participating in the project.

The Coast Guard will be suspending anchorages G-4, F-1, F-2 from 5 a.m. on August 18, 1995 until 12 a.m. on August 21, 1995 in order to provide an alternate route for vessel traffic while the Hampton Roads Entrance Reach is blocked during the cable laying operation. Deep draft vessels, which are those vessels with a draft greater than 45 feet, will be allowed to transit through the channel during the entire operation. Arrangements for the passage of deep draft vessels will be made via telephone or VHF communications.

Regulatory Evaluation

This rule is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. It has been exempted from review by the Office of Management and Budget under that order. It is not significant under the regulatory policies

and procedures of the Department of Transportation (DOT) (44 FR 11040; February 26, 1979). The Coast Guard expects the economic impact of this rule to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary.

Collection of Information

This rule contains no collection of information requirements under Paperwork Reduction Act (44 U.S.C. 3501 et seq.).

Federalism

The Coast Guard has analyzed this rule under the principles and criteria contained in Executive Order 12612 and has determined that it does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environment

The Coast Guard considered the environmental impact of this rule and concluded that under section 2.B.2.e(34) of Commandant Instruction M16475.1B (as revised by 59 FR 38654; July 29, 1994), this rule is categorically excluded from further environmental documentation. An Environmental Analysis Checklist and a Categorical Exclusion Determination Statement regarding the temporary safety zone are being prepared and will be placed in the rulemaking docket.

List of Subjects

33 CFR Part 110

Anchorage grounds.

33 CFR Part 165

Harbors, Marine Safety, Navigation (water), Reporting and recordkeeping requirements, Security measures, Vessels, Waterways.

Regulation

For the reasons set out in the preamble, the Coast Guard amends 33 CFR part 110 and 33 CFR part 165 as follows:

PART 110—[AMENDED]

1. The authority citation for part 110 continues to read as follows:

Authority: 33 U.S.C. 471, 2030, 2035 and 2071; 49 CFR 1.46 and 33 CFR 1.05–1(g). Section 110.1a and each section listed in 110.1a is also issued under 33 U.S.C. 1223 and 1231.

§ 110.168 [Amended]

2. In § 110.168, paragraphs (a)(3)(i)(A), (a)(3)(i)(B), and (a)(3)(ii)(D) are suspended from 5 a.m. on August 18, 1995 until 12 a.m. on August 21, 1995.

PART 165—[AMENDED]

3. The authority citation for part 165 continues to read as follows:

Authority: 33 U.S.C. 1231; 50 U.S.C. 191; 33 CFR 1.05–1(g), 6.04–1, 6.04–6, and 160.5; 49 CFR 1.46.

4. A new temporary § 165.T05–051 is added to read as follows:

§ 165.T05–051 Safety Zone: James River, Elizabeth River, Chesapeake Bay, Port of Hampton Roads, VA.

(a) *Location.* The following area is a moving safety zone: All waters within a 750 yard radius of the Spud Barge, the Derrick Barge “Sea Hawk”, and their connecting floating cable during the deployment and burial of the UEP monitoring array beneath the bed of Hampton Roads Entrance Reach. The Spud Barge will be located approximately 400 feet southeast of the Hampton Roads outgoing channel boundary off of Sewells Point Spit, and the Derrick Barge “Sea Hawk” will be in various locations around the Hampton Roads Entrance Reach during the evolution.

(b) *Effective date.* This section is effective from 5 a.m. on August 17, 1995 to 8 p.m., August 30, 1995, unless sooner terminated by the District Commander.

(c) *Definitions. Designated representative of the District Commander* means any Coast Guard commissioned, warrant, or petty officer who has been authorized by the Commander of the Fifth Coast Guard District to act on his behalf. *District Commander* means the Commander of the Fifth Coast Guard District, Portsmouth, VA.

(d) *Regulations.* (1) In accordance with the general regulations in section 165.23 and 165.501 of this part, entry into this zone is prohibited unless authorized by the District Commander or his designated representative. The general requirements of section 165.23 and 165.501 also apply to this regulation.

(2) Persons or vessels requiring entry into or passage through the safety zone must first request authorization from the District Commander or his designated representative. The Coast Guard vessels enforcing the safety zone can be contacted on VHF Marine Band Radio, channels 13 and 16. The District Commander's representative at the Marine Safety Office, Hampton Roads, VA, can be contacted at telephone number (804) 441–3314.

(e) The District Commander will notify the public of changes in the status of this zone by Marine Safety Radio

Broadcast on VHF Marine Band Radio, Channel 22 (157.1 MHz).

Dated: August 8, 1995.

W.J. Ecker,

Rear Admiral, U.S. Coast Guard, Fifth Coast Guard District.

[FR Doc. 95–20614 Filed 8–18–95; 8:45 am]

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33 CFR Part 117

[CGD08–94–032]

RIN 2115–AE47

Drawbridge Operation Regulations; Lafourche Bayou, LA

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: At the request of the Greater Lafourche Port Commission, (GLPC), the Coast Guard is changing the regulation governing the operation of the following two drawbridges across Lafourche Bayou, in Lafourche Parish, Louisiana:

(a) The State Route 1 (Galliano-Tarpon) vertical lift span bridge, mile 30.6, at Cutoff, Louisiana.

(b) The State Route 1 (Cote Blanche) pontoon bridge, mile 33.9, at Cutoff, Louisiana.

This new regulation will require that the bridges open on signal; except that, from 2 to 3 p.m. and from 4:30 to 5:30 p.m., Monday through Friday, other than Federal holidays, the bridges will be permitted to remain closed to navigation.

Presently, the draws of the bridges are required to open on signal at all times. This action will provide for the uninterrupted flow of school bus and other vehicular traffic while still providing for the reasonable needs of navigational interests.

EFFECTIVE DATE: This regulation becomes effective on September 20, 1995.

ADDRESSES: Unless otherwise indicated, documents referred to in this preamble are available for inspection or copying at the office of the Commander (ob), Eighth Coast Guard District, 501 Magazine Street, Room 1313, New Orleans, Louisiana 70130–3396, between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays. The telephone number is (504) 589–2965.

FOR FURTHER INFORMATION CONTACT:

Mr. John Wachter, Bridge Administration Branch, at the address given above, telephone (504) 589–2965.